

DEPARTMENT OF TRANSPORTATION**DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch
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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.28**WELDING INSPECTION REPORT****Resident Engineer:**Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-001028**Date Inspected:** 17-Dec-2007**Project Name:** SAS Superstructure**OSM Arrival Time:** 630**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1530**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Location:** Shanghai, China

CWI Name:	N/A	CWI Present:	Yes	No			
Inspected CWI report:	Yes	No	N/A	Rod Oven in Use:	Yes	No	N/A
Electrode to specification:	Yes	No	N/A	Weld Procedures Followed:	Yes	No	N/A
Qualified Welders:	Yes	No	N/A	Verified Joint Fit-up:	Yes	No	N/A
Approved Drawings:	Yes	No	N/A	Approved WPS:	Yes	No	N/A
				Delayed / Cancelled:	Yes	No	N/A
Bridge No:	34-0006	Component:	114m Mock-ups, 89m Skin's E and D				

Summary of Items Observed:

Bay 1 operations: The Caltrans Quality Assurance (QA) Inspector, John P. Tracy, had the following list of activities to report:

No activity noted for this day.

Bay 2 operations: The Caltrans Quality Assurance (QA) Inspector, John P. Tracy, had the following list of activities to report:

114m upper and lower section were again rotated. ZPMC performed dimensional analysis following the rotation of the assembly. The 114m upper section - Sub Arc Weld (SAW) welders are establishing welder parameters. The fit-up awaiting welding operations was not cleaned. ZPMC and Bureau Veritas inspectors agreed and the problem was rectified. The weld joint and surrounding area was ground to bright metal. Preheating was reestablished with ceramic heater blanket.

89m- Skin E- MA38 to SA215 welds 1,2,3 and 4 were still in process for weld joint #MUB-MA21 B/J.

89m- Skin A- MA21 to SA214 for joint # MUB-MA21-C/J each area on the plate faces has been cleaned using a mechanical grinder in order to removed the oxidation in preparation for thermal operations. No fit-up has been observed.

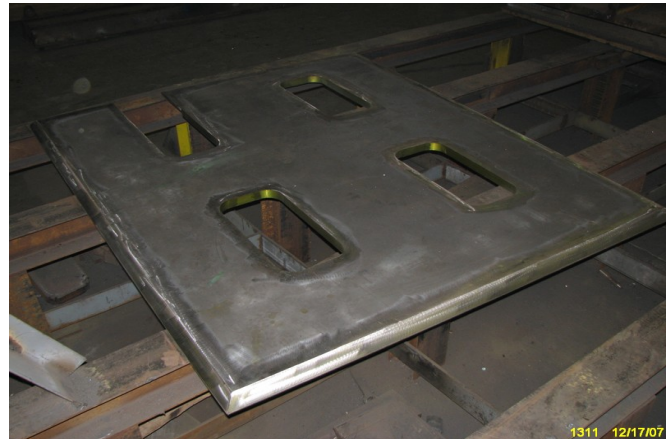
114m lower- Welder is having difficulty making the start of his weld onto the run-off tab. Due to the temporary diaphragm being recessed 50mm into the interior of the mock-up, the welder is sticking his FCAW welding tip out through an access hole at the weld joint. He has extensive stick-out and is out of position from what appeared to be

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100-20mm out at the start of this Complete Joint Penetration (CJP) weld.

Electrode Storage Room- The weld issue logs are still written in Chinese characters after several attempts to rectify them. Temperatures appear to be within parameters for electrode and flux storage only. No drying temperatures have been observed.



Summary of Conversations:

Discussions between Caltrans Representatives, Mr. Joshua Ishibashi, Mr. Alfredo Acuna and the representative, clarified the previously reported incident regarding a noted deflection on 89m MA38 skin plate. This is a correct design intentionally fabricated to accommodate the unique conditions within the Tower Structure. The incident is not a relevant topic and should be disregarded.

Additionally, a conversation was had between the Caltrans representative and Mr. Kevin Dye of American Bridge Fabricators (ABF) regarding the noted welding conditions, as stated above, within the 114m tower mock-up sections. His disposition on the issue was he believed that it needed "looking into". Further action is pending.

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Mazen Wahbeh, (818) 292-0659, who represents the Office of Structural Materials for your project.

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Inspected By:	Tracy,John	Quality Assurance Inspector
Reviewed By:	Carreon,Albert	QA Reviewer
